



# H-1

## C O R R I D O R

JUNE 2000 VOL. I NO. 2

## CONSTRUCTION 2000-2001



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# A MESSAGE FROM THE DIRECTOR



For more than 50 years, the H-1 Corridor running from Kahala to downtown Honolulu has served Oahu motorists as one of the most important traffic arteries in the state. It was the first highway in Hawaii and was built in the early 1950s. Moreover, it has been 15 years since it last received a thorough overhaul. Since then, traffic codes and safety standards have changed making it necessary to upgrade the H-1 to meet federal guidelines. That is being done through the completion of nine construction projects along the H-1 Corridor.

As we move into summer, I am pleased to report that three of the nine H-1 projects are already near completion, including: the upgrading of the light poles on the median strip of the H-1, the resurfacing of six on- and off-ramps in the Kaimuki area, and the seismic retrofitting of the overpass and related structures at the Kapiolani Interchange. I'm sure many of you have seen the work as you've driven along the H-1.

In addition, work on several other H-1 related projects has begun or will soon begin over the next three months. These include:

- ◆ the resurfacing of the H-1 freeway and a portion of Kalanianaʻole Highway;
- ◆ widening of the Punahou off-ramp;
- ◆ landscaping on Waialae Avenue; and
- ◆ seismic retrofitting of the Palama separation and Lunalilo-Vineyard and Makiki off-ramps.

A timeline and more detailed descriptions of these projects are included in this tabloid section.

Coordination of the construction work calls for the skillful balancing of cost containment, traffic impact considerations, impact on nearby residents and logistical scheduling involving many parties. In the midst of it all,

the DOT realizes the current resurfacing of the H-1 will likely have one of the biggest impacts on motorists. With this in mind the DOT has decided to spread out the scheduling of the H-1 resurfacing project over a combination of daytime and nighttime work hours.

Performing the resurfacing only during the day, with lane closures between 9 a.m. and 3 p.m., would cost motorists up to 1 1/2 hours in delays per day. By scheduling work at night whenever we can, we will be able to shorten the original construction duration of 18 months by as much as six months.

However, not all the work can be accomplished at night because of noise considerations. That's why some of the roadwork will have to be done during the day and by taking advantage of lighter traffic on Sundays. Again, our timeline and map will give you a bird's eye view of when and where re-paving will take place and how traffic will be diverted during the roadwork.

As always, safety is our number one concern for both motorists and our workers. We will be reminding drivers to use caution when approaching construction areas and police officers who are directing traffic. Timely and adequate information is another way to help ensure safety. For information on the H-1 construction schedule, individuals may call the H-1 Hotline at 587-2345. In addition, motorists may also sign up to have construction updates automatically e-mailed to them by visiting the DOT's web site at [www.state.hi.us/dot/publicaffairs/h-1corridor](http://www.state.hi.us/dot/publicaffairs/h-1corridor).

Through all of these means, we hope to provide motorists with sufficient information to allow them to access the H-1 efficiently and safely as we work to improve and upgrade this major thoroughfare.

Mahalo,

A handwritten signature in black ink, reading "Kazu Hayashida".

Kazu Hayashida  
Director of Transportation

2000

Jan

Feb

Mar

Apr

May

June

July

Aug

Sept

Oct

Nov

Dec

Jan

January 2000

Completed/Near Complete Projects:

- Kaimuki Area Ramp Resurfacing (Currently being completed.)
- Seismic Retrofitting—Kapiolani Interchange Off-Ramp and Main Grade Separation Structure (To be completed Fall 2000.)
- H-1 Lighting Upgrade (To be completed by July 2000.)

Began April 2000:

- Frontage and Cross Street Work in Preparation for H-1 Freeway Resurfacing

Beginning June 2000:

- H-1 Freeway Resurfacing (To be completed by October 2001. However, project may be shortened by up to six months with all-night paving.)
- Waialae Avenue Landscaping (To be completed in mid-2001.)

Beginning July 2000:

- Kalanianaʻole Highway Resurfacing

Beginning Summer 2000:

- Seismic Retrofitting—Lunalilo-Vineyard and Makiki Off-Ramps and Palama separation

Beginning October 2000:

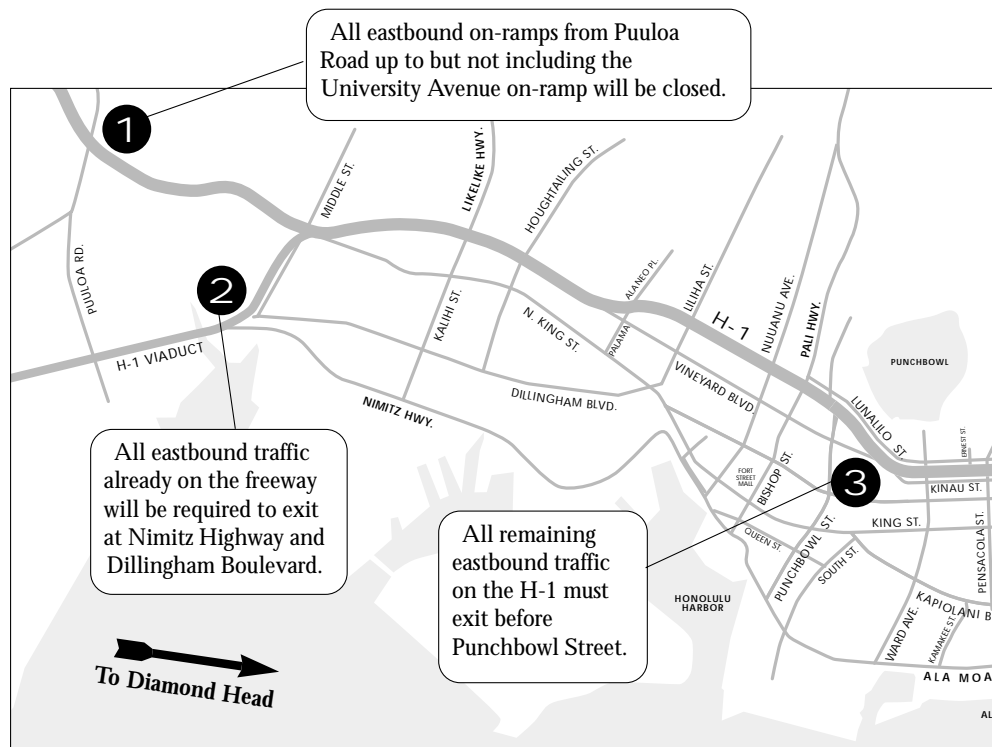
- Punahou Off-Ramp Widening

Beginning January 2001:

- Waialae Bike Lane Improvements

# H-1 CORRIDOR CLOSURES FOR REPAVING

Beginning June 25, the H-1 freeway will be closed for six weeks in the eastbound direction Sunday-Thursday from 8 p.m. to 5 a.m. for resurfacing, which will be performed in two phases. Motorists can return to the eastbound freeway at the University Avenue on-ramp during the first phase.



## JUNE-JULY SCHEDULE FOR H-1 PROJECTS

LOCATION	DAYS / HOURS	PROJECT	TRAFFIC IMPACT
H-1, from Punchbowl Street to Kapiolani Interchange	Monday-Friday, 9 a.m.-3 p.m. Monday-Thursday, 8 p.m.-5 a.m. Sunday, 9 a.m.-Monday, 5 a.m.	H-1 Resurfacing	Lane closures; Nighttime highway closures on eastbound after 8 p.m. beginning June 25
H-1, Eastbound, from the King Street Off-Ramp to Kapiolani Interchange	Monday-Friday, 7:30 a.m.-3 p.m.	H-1 Resurfacing	Lane closures
H-1, Westbound, from Kapiolani Boulevard to King Street	Monday-Friday, 9:30 a.m.-4 p.m.	Seismic Retrofit	Possible lane closures
H-1, Old Waialae Road to Ainakoa Avenue	Monday-Friday, 9 a.m.-3 p.m.	H-1 Lighting Upgrade	Lane closures
Bingham Street	Monday-Friday, 9 a.m.-3 p.m.	Water Line Work (H-1 Resurfacing)	Block closure (local traffic allowed)
Lunalilo Street	Monday-Friday, 9 a.m.-3 p.m. Sunday, 9 a.m.-Monday, 5 a.m.	Water Line Work (H-1 Resurfacing)	Block closure (local traffic allowed)
Wilder Avenue	Monday-Friday, 8 a.m.-3 p.m.	Water Line Work (H-1 Resurfacing)	Block closure (local traffic allowed)
Waiholo Street	Daily, 24-hour (Beginning July 3)	Kal Hwy Resurfacing	Street closure
Waikui Street	Daily, 24-hour (Beginning July 3)	Kal Hwy Resurfacing	Street closure
Waialae Avenue	Hours TBA	Waialae Ave. Landscaping	Minimal traffic impact expected

**EASTBOUND H-1 RAMPS TO BE RESURFACED:**

- ◆ Ward Avenue on-ramp
- ◆ Piikoi Street on-ramp
- ◆ Bingham Street off-ramp
- ◆ University Avenue on- and off-ramps
- ◆ Kapiolani Boulevard on-ramp
- ◆ King Street on-ramp

**WESTBOUND H-1 RAMPS TO BE RESURFACED:**

- ◆ Lunalilo Street on- and off-ramps
- ◆ Punahou Street on-ramp
- ◆ Alexander Street on-ramp
- ◆ Wilder Avenue off-ramp
- ◆ University Avenue on- and off-ramps
- ◆ Old Waiālae Road on-ramp
- ◆ Kapiolani Boulevard off-ramp

**LOCATION OF STATE WORK ON H-1 FRONTAGE ROADS:**

- ◆ Bingham Street from Punahou Street to east of Isenberg Street
- ◆ Lunalilo Street from Ernest Street to Keeaumoku Street, including Pensacola and Piikoi Streets beneath the Piikoi viaduct
- ◆ Metcalf Street from Alexander Street to Dole Street
- ◆ Wilder Avenue from Wilder Avenue off-ramp to University Avenue on-ramp

**LOCATION OF STATE WORK ON H-1 CROSS STREETS:**

- ◆ Ward Avenue from Kināu Street to Lunalilo Street
- ◆ Keeaumoku Street from Kināu Street to Kaihehe Street
- ◆ McCully Street from Beretania Street to Dole Street

**H-1 CORRIDOR RESURFACING**

**Start:** Resurfacing of the H-1 is scheduled to begin on June 25. Prior to the start of resurfacing, a combination of daytime and nighttime work has been utilized on the H-1 since April for work on guardrails, highway lights, bridge parapets and median barriers.



**Estimated Completion:** The entire project is scheduled for completion by October 2001. However, the state may be able to shorten this by up to six months with all-night paving on the H-1.  
**Cost:** \$23,400,000

When construction crews begin work on re-paving the H-1 freeway, it will signal the start of an

important phase of the most comprehensive highway upgrading construction projects recently undertaken by the state.

The H-1 freeway will be resurfaced from the Punchbowl Street off-ramp to Kapiolani Interchange, including all on- and off-ramps, frontage roads and cross streets. The work will include cold planing, reconstruction of the existing

pavement and re-paving; upgrading of bridge railings, parapets and guardrails; heightening of median barriers; reconstruction of curbs, gutters, curb ramps, sidewalks and drainage structures; and modifications to highway lighting, the traffic signal system and Punahou Pump Station. In addition, highway signs and reflectors will be replaced, and chain link fences will be upgraded.

The re-paving will be performed at night. During the nighttime paving operation, sections of the H-1 will be completely closed to facilitate crews and heavy equipment needed to complete the task. With the complete closure of the freeway, re-paving can progress rapidly to lessen the noise impact in any one location for extended lengths of time. See page 3 of this tabloid for closure info.



The paving operation will be done in two steps. The first step includes "cold planing" (removal of existing surfacing) or reconstruction (deeper removal). The second step is the actual re-paving. The cold planing operation will take place throughout Sunday nights and weekday nights from 8 p.m. to 5 a.m. Special machines called "Cold Planers" will be used to remove the existing pavement and will create some steady noise. Large pavers and a Material Transfer Vehicle (MTV) will be used to repave the cold-planned surfaces. The contractor expects to complete re-paving the eastbound freeway portion in approximately six weeks. Final preparation work on the westbound portion of the freeway will take eight weeks thereafter, before cold planing and paving can begin on the westbound lanes. Finally, like the work on the eastbound lanes, cold planing and paving will take another six weeks to complete.



## WATER LINE INSTALLATION

New water lines are being installed on frontage roads and ramps prior to resurfacing to eliminate the need to resurface the roadways twice and to minimize the disruption of traffic. All water line probing work prior to installation for the H-1 Corridor project will be completed in June. Water line installation is progressing

along Bingham Street, and in June, work has progressed to Punahou Street and Wilder Avenue, between the University on-ramp and Wilder off-ramp.

During water line installation, the contractor will close one or more blocks at a time on frontage roads and ramps. Local traffic will be allowed. Water service will be maintained throughout construction, but temporary outages will occur during the switch over from the old line to the new one. To minimize impacts to residents, the new

water lines will be installed in phases. Water line work will continue on Wilder Avenue between the University on-ramp and Wilder off-ramp.

## WAIALAE AVENUE LANDSCAPING

**Start:** A notice to proceed was issued for June 19.  
**Estimated Completion:** Early 2001.  
**Cost:** \$251,420

Landscaping near Kahala Mall Shopping Center will include the replacement of an existing fence, installation of permanent irrigation and the addition of plants.



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## KALANIANA'OLE HIGHWAY RESURFACING

**Start:** A notice to proceed has been issued for July 3.

**Estimated Completion:** To be determined.

**Cost:** \$6,000,000



Resurfacing is scheduled on Kalaniana'ole Highway from Ainakoa Avenue to West Hind Drive. Work will include cold planing, reconstruction of weakened pavement and sidewalk areas, construction of bike lanes and curb ramps, improvements to guardrails and drainage, new signs and pavement markings.

The state coordinated with the Board of Water Supply to have two new water mains installed prior to resurfacing: a new 8-inch water main from Ainakoa Avenue to Laukahi Street and a 16-inch water main from Laukahi Street to West Hind Drive. Work will begin on the 8 inch water main at Ainakoa Avenue, in the westbound lane, and proceed east to Laukahi Street. In addition, Gasco will install a new gas line from Ainakoa Avenue to West Hind Drive. Gasco is proposing open trench work.

## SEISMIC RETROFITTING

(Lunalilo-Vineyard and Makiki off-ramps and Palama Separation)

**Estimated Start:** Project will start in late summer 2000.

### Estimated Completion:

To be determined.

Seismic retrofitting is the reinforcing of highway bridges and overpass structures, using specially designed hardware and engineering methods. It allows a structure to withstand much greater earthquake forces with less structural damage.

Seismic retrofitting of the Lunalilo-Vineyard and Makiki off-ramps and Palama separation will include the construction of cables/pipe restraining units to comply with new earthquake design standards, the addition of concrete blocking at the abutments and footings, and fiber wrapping of columns to prevent column bursting. Impact on traffic is expected to be minimal.



onto Punahou Street. The off-ramp will be repaved. Work will include the upgrading of signs, utilities, underdrains, lighting, curb ramps, signals, pavement markings, and guardrails. Pavement reconstruction will require a 24-hour ramp lane closure of one lane for approximately three months.

## PUNAHOU OFF-RAMP WIDENING

### Estimated Start:

Project will go out to bid in July 2000.

**Estimated Completion:** To be determined.

**Estimated Cost:** \$5,000,000

The Punahou Street off-ramp on the H-1 Corridor will be widened from one lane to two lanes, and include an additional right-turn lane



## WAIALAE BIKE LANE IMPROVEMENTS

### Estimated Start:

In design; estimated start January 2001.

**Estimated Completion:** Fall 2001.

**Estimated Cost:** \$800,000

Shoulder improvements are scheduled for bicycle lanes along Waialae Avenue, from Kealaolu Avenue to Kalaniana'ole Highway and 17th Avenue to 21st Avenue. Work will include resurfacing, cold planing, improvements to bike lanes, shoulders and drainage, upgrading of railings at the pedestrian overpass, new curb ramps and pavement markings, the installation of traffic signals and modifications to lane patterns.



# STATE PUTS FINAL TOUCHES ON RESURFACED KAIMUKI RAMPS

Users of the H-1 in Kaimuki are entering and exiting the highway at ease via six newly resurfaced on- and off-ramps. Final work being completed includes the installation of new overhead signs, lighting and guardrails. The access ramps were resurfaced with concrete at the 5th, 6th, 11th and Koko Head Avenues. The ability to close the ramps for a prolonged period of time allowed the DOT to resurface most of the ramps with more durable concrete, which requires longer curing time than asphalt. In addition,

Waiialae Avenue's on- and off-ramps were resurfaced with SuperPave, an asphalt specifically selected by the DOT for its long lasting durability and smoothness.

At the same time, new signs were added, road stripings were laid, and "end treatments" were added to guardrails to bring them up to federal standards. (End treatments are safety devices to make the protruding ends of guardrails safer in the event a vehicle crashes into them.) Ramp

curbs were also upgraded to meet federal requirements under the Americans with Disabilities Act, and a 4-foot paved shoulder was added paralleling the eastbound Waiialae Avenue off-ramp.

Installation of luminaires on the Waiialae on- and off-ramps is pending the arrival of materials from the Mainland, which should arrive by the end of June. Lane closures may be necessary to complete the project.



Before – 11th Avenue on-ramp.



After – 11th Avenue on-ramp.

## WORK ZONE SAFETY

In the upcoming months, construction projects being conducted by the state Department of Transportation and the City and County of Honolulu will result in a large number of work zone areas throughout Oahu.

Work zones can be dangerous for both construction workers and motorists, and it is important for everyone to be aware of the potential dangers that exist. In a recent Hawaii survey, it was found that one out of every six island residents knew of a family member or friend that was almost hit by a vehicle while they were working in a highway work zone.

To provide a safer working environment for construction workers and a safer driving environment for motorists, here are some things to remember:

◆ Just because workers are not visible does not mean they are not present in the work zone.

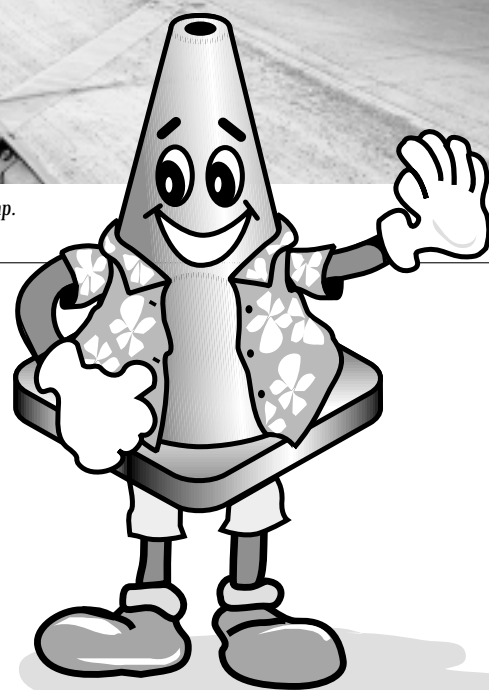
◆ Read your newspaper or visit the DOT website for the most current construction areas and where to expect detours.

◆ Work zone areas are coned off according to federal guidelines that allow for the maximum protection of workers and motorists. In addition, other areas may be coned off to allow for sufficient concrete drying time.

◆ Expect traffic delays. Roadwork is never convenient, but necessary for the safety of motorists.

◆ Watch for signs that are posted in advance of construction projects to help motorists determine if an alternative route can be used to reach their destination.

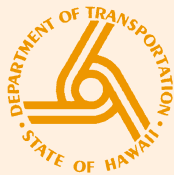
◆ Speed limits posted in work zone areas can differ from normal speed limits and should be



obeyed as workers may be near open lanes of traffic.

◆ Extra caution should be used when driving through work zone areas at night.

◆ Be aware that detours or lane closures may change daily as traffic patterns in work zones areas change according to the work being conducted and completed.



For more information contact the Department of Transportation Public Affairs office at 587-2160, call the H-1 Hotline at 587-2345, or visit the DOT website at: [www.state.hi.us/dot](http://www.state.hi.us/dot)



## Introducing!

The state Department of Transportation will be utilizing its new H-1 construction mascot, Captain Coneman, to share important information on DOT construction projects throughout 2000 and 2001 as he helps maintain communication between the state, construction crews and drivers on Oahu. He will also promote safety in construction areas.

Hawaii residents helped the DOT name Captain Coneman this past spring by submitting suggestions. The author of the selected name is Eric Callanta of Ewa Beach. For his winning suggestion, Mr. Callanta won a free trip for two to Las Vegas, including airfare and hotel accommodations. Finalists received complimentary ice cream from Dave's Ice Cream. Thank you to all who made suggestions, and congratulations to our winners!

As we make our way through the various phases of construction along the H-1 Corridor, our mascot will be there to help us sort through the information and speed us on our way toward a better and more efficient highway system.

## GET UP-TO-DATE INFORMATION ON THE WEB

Visit the DOT web site's H-1 Corridor section at [www.state.hi.us/dot/publicaffairs/h-1corridor](http://www.state.hi.us/dot/publicaffairs/h-1corridor). You'll find the latest updates on

construction, how they are proceeding, which routes to take, and where to get your questions and concerns addressed.

